

# Congress of the United States

Washington, DC 20515

March 28, 2014

## Support the Local Road Safety Act to Reduce Roadway Fatalities and Serious Injuries

*Endorsed by:* AAA, American Highway Users Alliance, American Public Works Association, American Society of Civil Engineers, American Society of Highway Engineers, American Traffic Safety Services Association, National Association of Counties, National Association of County Engineers, and the National Association of Development Organizations.

Dear Colleague,

Please join us in supporting the Local Road Safety Act of 2014 (H.R. 4336) and help make meaningful improvements to the safety of rural and locally-owned roads across our country.

Each year more than 33,000 people lose their lives on America's roads. Locally-owned roadways in the United States are operated by more than 30,000 local jurisdictions covering approximately three million miles of roadway. The Fatality Analysis Reporting System (FARS) indicates that approximately 40 percent of all fatal crashes on the nation's highways occur on local roads. Additionally, the fatality rate on rural roads, many of which are locally owned, is 2 ½ times greater than it is on urban roads.

Under MAP-21, all public roads must be considered when planning statewide safety projects. The law made great strides in making our nation's roads as safe as possible. However, more can be done to continue reducing fatalities and serious injuries. The Federal Highway Administration has found that roadway safety obstacles for local governments include lack of resources and coordination with states and other levels of government. This legislation helps to address those documented challenges through a collaborative process that includes states and local transportation partners, without authorizing additional funds.

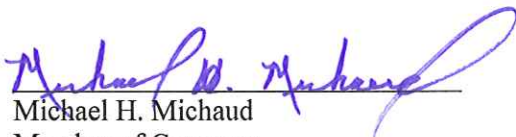
H.R. 4336 would:

- Clarify that state departments of transportation should take local strategic highway safety plans into consideration when developing their statewide safety plans. This action will help states to address the safety needs of counties and other local jurisdictions.
- Ensure that the expertise of the private sector roadway safety infrastructure industry is included when states develop and revise their strategic highway safety plans.
- Have each State determine a necessary amount from their Highway Safety Improvement Program funds for local jurisdictions to address significant safety needs. These funds would go to high fatality segments of locally-owned roadways for low cost infrastructure improvements. Without these critical resources, local governments cannot make the safety infrastructure improvements that are critical for saving lives. Funding is one of the biggest challenges for improving safety on locally-owned roads.

If we are serious about significantly reducing the number of fatalities on our roads, then we must start where we all start every day: on a local road.

To cosponsor H.R. 4336, please contact Paul Bleiberg (Ribble) at 5-5665 or [paul.bleiberg@mail.house.gov](mailto:paul.bleiberg@mail.house.gov) or Daniel Walls (Michaud) at 5-6306 or [daniel.walls@mail.house.gov](mailto:daniel.walls@mail.house.gov).

Sincerely,

  
Michael H. Michaud  
Member of Congress

  
Reid J. Ribble  
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